Motor Vehicle Crash Death Rates, by Age-Group
Clark County, 1994-1996 through 1999-2001

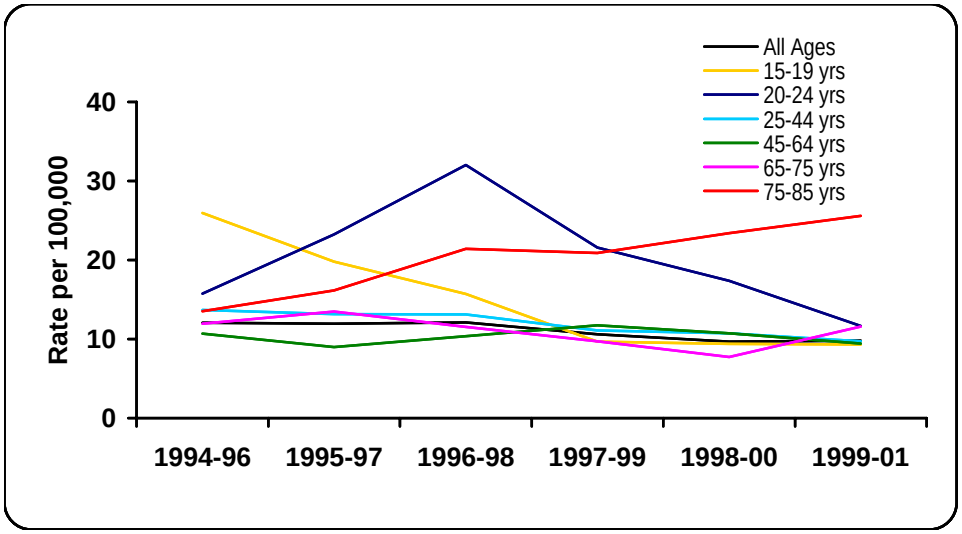
Why we should care: In the United States, 7,780 people ages 65 and older died in motor vehicle crashes during 1999. An estimated 209,000 in the same age group suffered nonfatal injuries in motor vehicle crashes during 2000 (WISQARS, 2000). Drivers ages 65 and older have higher crash-death rates per mile driven than all but teen drivers (NHTSA 2001b). (1)

Status:

- Motor vehicle death rates are substantially higher for residents of rural areas than for people living in more developed or urban areas. (2)
- In Clark County, the rates are highest for 75 and older. Rates for 65-75 are on a rise. (1)
- The risk of a motor vehicle fatality is greatly reduced by using occupant protection and not drinking and driving. (3)

What we can do:

- Reducing alcohol-impaired driving is one of the key priorities in highway safety. Efforts to reduce alcohol-impaired driving include increasing the conviction rate for driving under the influence (DUI) and providing continued public education regarding drinking and driving. (1)
- Curfews and graduated licensing systems have been shown to be effective interventions to reduce injuries and deaths among young drivers. (1)
- A "primary enforcement" seat belt law was enacted by the legislature in 2002 which will likely increase use of occupant protection. (1)



Clark County

Year	All Ages	15-19 yrs	20-24 yrs	25-44 yrs	45-64 yrs	65-75 yrs	75-85 yrs
1994-96	12.1	26.0	15.7	13.7	10.7	11.9	13.5
1995-97	11.9	19.8	23.2	13.2	9.0	13.5	16.2
1996-98	12.1	15.7	32.0	13.1	10.4	11.5	21.4
1997-99	10.6	9.7	21.6	11.1	11.7	9.7	20.9
1998-00	9.7	9.4	17.4	10.7	10.7	7.8	23.4
1999-01	9.8	9.3	11.7	9.7	9.4	11.6	25.6

Please see back side for technical notes and sources

Technical Notes: The age-adjusted death rate is defined as the number of deaths per 100,000 standard population after removing the effects of age on mortality.
*Rate per 100,000 population adjusted using the 2000 U.S. Standard Population; deaths coded using ICD 10.
** If the confidence intervals for state and county overlap in a given year, there is no significant difference between these rates.

Sources: (1) State motor vehicle death data: Washington Department of Health, Center for Health Statistics. (2) National motor vehicle death data: National Center for Health Statistics. (3) Risk and protective factor data: Washington Traffic Safety Commission. (4) Public Health: Seattle & King County, Epidemiology, Planning, & Evaluation (1991-2003). VistaPHw (Version 3.1.1) [Computer software for public health assessment]. Seattle, WA.